

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-673.

Name: MD 32 over Euclid, Patuxent River  
BRIDGE

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u>A</u> <u>B</u> <u>C</u> <u>D</u>	Considerations: <u>A</u> <u>B</u> <u>C</u> <u>D</u> <u>E</u> <u>F</u> <u>G</u> None
Comments: <u>THIS IS THE ALUMINUM BRIDGE. IT</u> <u>MAKES IT TO 2012, IT MAY BE ELIGIBLE.</u>	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

cmg

✓

**MARYLAND INVENTORY OF HISTORIC BRIDGES**  
**HISTORIC BRIDGE INVENTORY**  
**MARYLAND STATE HIGHWAY ADMINISTRATION/**  
**MARYLAND HISTORICAL TRUST**

MHT No. HO-673

SHA Bridge No. 13046 Bridge name MD 32 over River Road, Patapsco River and B & O Railroad

**LOCATION:**

Street/Road name and number [facility carried] Maryland Route 32

City/town Sykesville Vicinity X

County Howard

This bridge projects over: Road X Railway X Water X Land \_\_\_\_\_

Ownership: State X County \_\_\_\_\_ Municipal \_\_\_\_\_ Other \_\_\_\_\_

**HISTORIC STATUS:**

Is the bridge located within a designated historic district? Yes \_\_\_\_\_ No X

National Register-listed district \_\_\_\_\_ National Register-determined-eligible district \_\_\_\_\_

Locally-designated district \_\_\_\_\_ Other \_\_\_\_\_

Name of district \_\_\_\_\_

**BRIDGE TYPE:**

Timber Bridge :

Beam Bridge \_\_\_\_\_ Truss -Covered \_\_\_\_\_ Trestle \_\_\_\_\_ Timber-And-Concrete \_\_\_\_\_

Stone Arch Bridge \_\_\_\_\_

Metal Truss Bridge \_\_\_\_\_

Movable Bridge \_\_\_\_\_:

Swing \_\_\_\_\_

Vertical Lift \_\_\_\_\_

Bascule Single Leaf \_\_\_\_\_

Retractable \_\_\_\_\_

Bascule Multiple Leaf \_\_\_\_\_

Pontoon \_\_\_\_\_

Metal Girder X \_\_\_\_\_:

Rolled Girder X \_\_\_\_\_

Plate Girder \_\_\_\_\_

Rolled Girder Concrete Encased \_\_\_\_\_

Plate Girder Concrete Encased \_\_\_\_\_

Metal Suspension \_\_\_\_\_

Metal Arch \_\_\_\_\_

Metal Cantilever \_\_\_\_\_

Concrete \_\_\_\_\_:

Concrete Arch \_\_\_\_\_ Concrete Slab \_\_\_\_\_ Concrete Beam \_\_\_\_\_ Rigid Frame \_\_\_\_\_

Other \_\_\_\_\_ Type Name \_\_\_\_\_

**DESCRIPTION:**Setting: Urban \_\_\_\_\_ Small town \_\_\_\_\_ Rural X**Describe Setting:**

Bridge No. 13046 carries Maryland Route 32 over the Patapsco River, River Road, and the B & O Railroad in Howard County, Maryland. MD 32 runs in a generally north-south direction; the Patapsco River and the B & O Railroad run generally east-west at this crossing. The bridge is situated in a rural wooded area with no structures visible from the bridge.

**Describe Superstructure and Substructure:**

The superstructure of Bridge # 13046 is a three span semi-monocoque composite aluminum beam bridge. The total bridge length is 269.5 feet, with two spans measuring 92.75 feet and the third measuring 105.1 feet. The superstructure is supported by rigid-frame reinforced concrete piers on spread footings and reinforced concrete abutments on piles. Bridge # 13046 includes riveted triangular box stiffened sheet girders supporting a lightweight concrete slab with a bituminous wearing surface (Alison 1984).

The 1996 inspection report lists the bridge in fair to poor condition. There is deterioration on the girders, including random pitting, and section loss at the bearings due to galvanization. The report also notes that these problems have been in existence since at least 1986, have not been repaired, and consequently continue to worsen. Repairs to the aluminum girder are recommended immediately. The 1989 inspection report lists the abutments in fair condition with exposed steel piles, due to undermining. The abutment breast walls and back walls also have cracked and spalled areas. The piers are listed in poor condition, with spalls and cracks, and unsound concrete components.

**Discuss Major Alterations:**

There is no evidence that major alterations have been made to the bridge.

**HISTORY:**

WHEN was the bridge built: 1963  
 This date is: Actual X Estimated \_\_\_\_\_  
 Source of date: Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form X  
 Other (specify): \_\_\_\_\_

**WHY was the bridge built?**

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

**WHO was the designer?**

Harry Kahn of the Kinetics Division of Fairchild Engine and Airplane Corporation, Hagerstown, Maryland (predecessor of International Aluminum Structures, Inc)

**WHO was the builder?**

State Roads Commission and International Aluminum Structures, Inc. (successor of the Kinetics Division of Fairchild Engine and Airplane Corporation)

**WHY was the bridge altered?**

N/A

**Was this bridge built as part of an organized bridge-building campaign?**

Unknown

**SURVEYOR/HISTORIAN ANALYSIS:**

**This bridge may have National Register significance for its association with:**

A - Events \_\_\_\_\_ B- Person \_\_\_\_\_  
C- Engineering/architectural character X

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant and unique example of aluminum beam bridge construction in Maryland. The structure has a high degree of integrity and retains such character-defining elements of the type as riveted triangular box stiffened sheet girders constructed from aluminum. Though the bridge is not yet 50 years old, it meets National Register Criteria Consideration G for structures that have achieved significance within the past fifty years; this structure is of exceptional engineering importance as the only aluminum bridge in Maryland and one of seven constructed in the United States and Canada.

**Was the bridge constructed in response to significant events in Maryland or local history?**

After the World War II hiatus on non-defense-related bridge construction ended in 1945, economical highway girder bridges such as those described by Brown and Conner were readily built by county and municipal officials across the United States.

Technological advances in use of non-traditional metals, such as aluminum, also characterized some metal girder bridge design and construction after World War II. Although ALCOA in 1933 had designed a lightweight aluminum deck for the 1882 Smithfield Street Bridge in Pittsburgh, the earliest aluminum bridge in the United States was a 100-foot-long railroad plate girder span designed by ALCOA and built in 1946 to replace an existing bridge over the Grasse River, near Massena, New York (Trinidad 1984:1). Prior to this bridge, only a bascule bridge at Sunderland, England and a footbridge in Scotland had been made of aluminum (Alison 1984).

The Massena, New York bridge and a 1950 long-span aluminum highway bridge at Arvida, Quebec served to demonstrate the capabilities of aluminum as a structural material. Maryland's only known aluminum bridge is a girder bridge (Bridge # 13046) designed and built in 1963 by the State Highway Administration and International Aluminum Structures, Inc., to carry State Route 32 over the South Branch of the Patapsco River near Sykesville (Alison 1984; Suffness 1992a).

A postwar trend in design of metal girder bridges, reflected in the 1963 construction of a significant Maryland example, was the development of aluminum girder bridges. Based on research alone, it appears that the 1963 Bridge # 13046, a three-span structure built by the State Roads Commission and International Aluminum Structures, Inc., is the only example of an aluminum bridge in Maryland and one of seven built in North America (Canada and United States) between 1948 and 1963. Bridge # 13046 includes riveted triangular box stiffened sheet girders supporting a lightweight concrete slab with a bituminous wearing surface (Alison 1984).

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?**

The bridge is located in an area which does not appear to be eligible for historic designation.

**Is the bridge a significant example of its type?**

This bridge is significant as the only example of an aluminum girder bridge constructed in Maryland and one of seven constructed in the United States and Canada.

**Does the bridge retain integrity of important elements described in Context Addendum?**

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including riveted triangular box stiffened sheet girders supporting a light-weight concrete slab with a bituminous wearing surface.

**Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?**

This bridge is a significant example of the work of the State Roads Commission and International Aluminum Structures, Inc. in the 1960s.

**Should the bridge be given further study before an evaluation of its significance is made?**

No further study of this bridge is required to evaluate its significance.

**BIBLIOGRAPHY:**

County inspection/bridge files \_\_\_\_\_ SHA inspection/bridge files \_\_\_\_\_  
Other (list):

Alison, Gordon A.

1984 Evaluation of Seven Aluminum Highway Bridges After Two to Three Decades of Services. Paper presented April 30, 1984, to Aluminum Association of America.

P.A.C. Spero & Company and Louis Berger & Associates

1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

Suffness, Rita

1992a Evaluation Form prepared for Bridge # 13046. Prepared for use of Maryland State Highway Administration, Baltimore.

Trinidad, Adolph A., Jr.

1984 Aluminum - A Proven Bridge Material. Paper presented June 4-6, 1984 at the International Bridge Conference, Pittsburgh, Pennsylvania.

**SURVEYOR:**

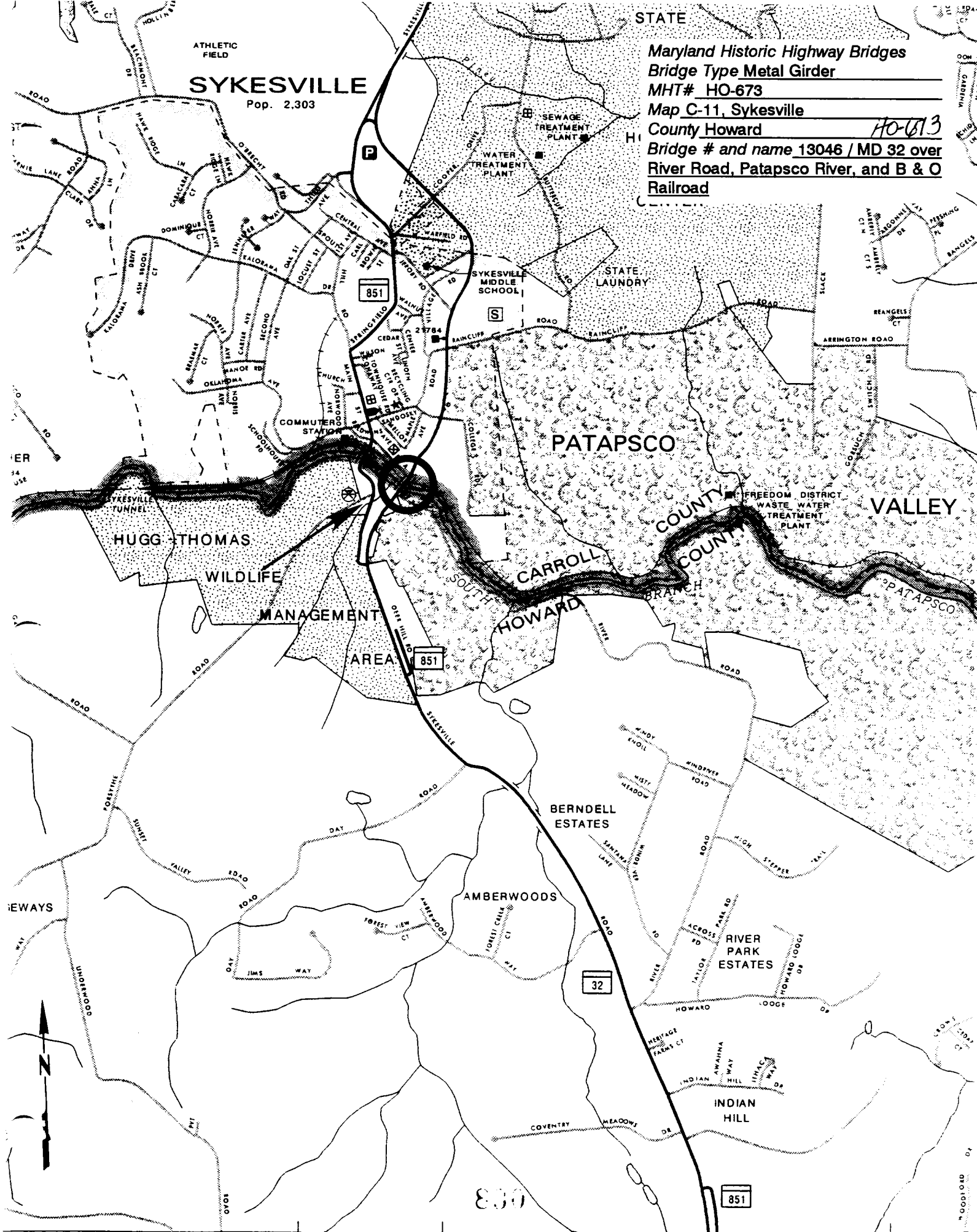
Date bridge recorded August 1998

Name of surveyor Stephanie L. Bandy

Organization/Address State Highway Administration, 2323 West Joppa Road, Brooklandville, MD 21002

Phone number (410) 321-2213

Revised by P.A.C. Spero & Company, April 1998



# SYKESVILLE

Pop. 2,303

STATE

Maryland Historic Highway Bridges  
Bridge Type Metal Girder

MHT# HO-673

Map C-11, Sykesville

County Howard

HO-673

Bridge # and name 13046 / MD 32 over  
River Road, Patapsco River, and B & O  
Railroad

PATAPSCO

VALLEY

HUGG-THOMAS

WILDLIFE  
MANAGEMENT  
AREA

BERNDELL  
ESTATES

AMBERWOODS

RIVER  
PARK  
ESTATES

INDIAN  
HILL



40-673

Br. # 13046  
over River Rd / Patapsco  
Riv. / BORDER

Howard Co. 4-3-96  
E elevation looking N

1 of 8





40-673  
Br. # 13046 over  
River Rd / Patapsco / B+D  
Howard Co. 4-3-96

E elevation looking N

288



40-673

Br. 13046 over  
River Rd. / Tatapscot B+D RR

Howard Co. 4-3-96

E elevation facing W

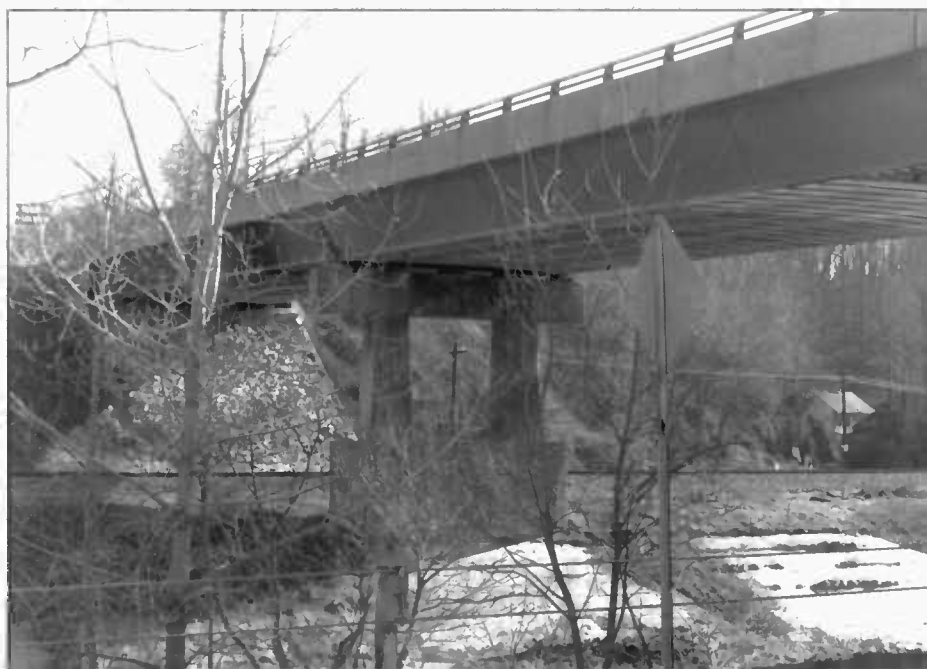
3 of 8



HO-673  
Br. 13046 over River Rd  
Patapsco / B+O RR

Howard Co. 4-3-96  
piers facing N

4 of 8



Br. 13046 over River Rd /  
Patapsco / B+ORR

Howard Co. 4-3-96

W elevation facing NE

588

46-673





Br. 13046 over River Rd/  
Patapsco / B+D RR  
Howard Co. 4-3-96  
W elevation facing S

688

40-693



Br. 13046 over River Rd,  
Patapsco / B+O RR

Howard Co. 4-3-96

S approach facing N

788

40-673



Welcome  
to

Howard County

Br. 13046 River River Rd/  
Patapsco / B+ORR

Howard Co. 4-3-96

N approach facing S

888

**Maryland Historical Trust  
State Historic Sites Inventory Form**

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. **H0-673**

Magi No.

DOE ☐ yes ☐ no

**1. Name** (indicate preferred name)

historic

and/or common Bridge No. 13046

**2. Location**

street & number MD 32 over Patapsco River and River Road N/A not for publication

city, town Sykesville ☒ vicinity of congressional district

state MD county Howard

**3. Classification**

Category	Ownership	Status N/A	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

**4. Owner of Property** (give names and mailing addresses of all owners)

name MD State Highway Administration

street & number 707 N. Calvert Street telephone no.:

city, town Baltimore state and zip code MD 21202

**5. Location of Legal Description**

courthouse, registry of deeds, etc. County Courthouse liber

street & number folio

city, town Ellicott City state MD

**6. Representation in Existing** Historical Surveys

title N/A

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state

## 7. Description

Survey No. HO-673

### Condition

☐ excellent

☒ good

☐ fair

☐ deteriorated

☐ ruins

☐ unexposed

### Check one

☒ unaltered

☐ altered

### Check one

☐ original site

☐ moved

date of move

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

See Continuation Sheet 7.1



## 8. Significance

Survey No. HO-673

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)
		Designer	Fairchild Engine and	Airplane
Specific dates	1963	Builder/Architect	Corp.	International Aluminum Structures

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D  
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☒ G

Level of Significance: ☒ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

See Continuation Sheet 8.1

Survey No. HO-673

## 10. Geographical Data

Quadrangle scale 1 : 24,000

H |         |                  |                  |

|         |         |         |         |         |         |

**11. Form Prepared By**

PS-2746

## **HO-673, Bridge 13046 Sykesville Vicinity, Howard County**

### **Description 7.1 Continuation Sheet**

#### Description Summary

Bridge 13046 is an aluminum girder bridge which, though designed as a composite beam, incorporate the principles of semi-monocoque construction, utilizing not only a non-traditional material (aluminum) but also a design process that differed considerably from traditional methods. Designed as five beam units comprising nine cells, cell beams were prefabricated and lifted into place on the site. The sheer connectors enable the concrete slab to act in conjunction with the aluminum to resist live and impact loads.

#### Description

Bridge 13046 carries MD 32 over River Road, the South Branch of the Patapsco River and the B & O Railroad in rural Howard County just south of Sykesville. It was designed by the Kinetics Division of Fairchild Engine and Airplane Corporation of Hagerstown, Maryland under the supervision of Harry Kahn and fabricated in 1963 by the Bridge Division of Maryland State Highway Administration and International Aluminum Structures, Inc. (successor of the Kinetics Division of Fairchild Engine and Airplane Corporation).

It is an aluminum girder bridge which is 294 feet long and 30 feet wide, with two piers and two abutments. It is composed of two 93 foot spans and one 105 foot span. These spans incorporate the principles of semi-monocoque construction, designed as five beam units comprising nine cells with a structural depth of 67 inches. In contrast to a true monocoque structure, which is a shell, the skin of which is stressed, a semi-monocoque structure has a skin which is braced with stiffeners or diaphragms for additional strength. The five cell beams are 7 feet wide and 93 feet long the south and middle spans. They were prefabricated and lifted into place on the site. These hollow, triangular beams, consisting of rolled aluminum sheets, were riveted to long, specially extruded alloy angles, then bolted together at the corners, base up, with a bottom cover or plate of aluminum attached. The bottom sheets are not protective coverings, but actual tension areas of the cross section. As the spans are composed of beams connected side by side, the cross section resembles a Warren truss or the wing of a giant airline.

The bridge was designed as a composite beam. Sheer connectors enable the concrete slab to act in conjunction with the aluminum to resist live and impact loads. The concrete slab was poured in place without formwork on top of the corrugated sheet running longitudinally on top of the beams. The corrugated sections act as stiffeners until the concrete hardens and the bridge spans become composite structures. Specifications called for an anti-corrosive coating of zinc chromate on any aluminum that was in contact with the concrete.

#### History

The potential of aluminum as a structural material had been amply demonstrated in its use in airframes starting in the 1930's. In 1933, ALCOA worked with the city of Pittsburgh to redeck the Smithfield Street Bridge, built in 1882, with a lightweight aluminum deck composed of plates and girders with an asphalt wearing surface to increase its liveload capacity to H20 while reducing the deadload to the foundation. The aluminum permitted the existing structure to sustain higher traffic loadings.

**HO-673, Bridge 13046**  
**Sykesville Vicinity, Howard County**

**Description**  
**7.2 Continuation Sheet**

In 1946 the possibilities for aluminum in railroad bridges were investigated by the Aluminum Company of America on a line serving an aluminum smelting company at Messena, New York. A 100 foot riveted plate girder bridge was constructed to span the Grassi River at the plant site. This was the first totally aluminum bridge structure built in North America.

Following this, the Aluminum Company of Canada erected a 504 foot riveted bridge, composed of a 290 foot arch span with multiple 20 foot approach spans, over Saguenay River, Canada in 1950. It was designed by C.J. Pimenoff, consulting engineer, to carry 20 ton trucks or comparable loads. The arch shape was chosen for aesthetic reasons although it was realized that a truss structure would be lighter and more economical. Since only three aluminum bridges had been erected prior to 1950 (the ALCOA bridge at Massena, a bascule bridge at Sunderland, England, and a footbridge in Scotland), the behavior of the bridge was recorded for a period of time after it was erected to compare its actual performance with assumed design values in such areas as stress levels, temperature effects and corrosion behavior. It demonstrated the practicability of aluminum for constructing highway bridges. It is located near a generating station which supplies power to Alcan's Arvida Works, the largest aluminum smelter in the world.

During the period 1958 to 1963 there was considerable interest in aluminum as a bridge material for shorter spans; seven bridge spans were completed in that time. Steel prices were increasing during the construction of the interstate system and maintenance costs were becoming a concern. Although the cost of aluminum was greater than steel it was felt that this could be partially offset by the lighter weight, making fabrication, transportation and erection easier and resulting in a bridge having lower maintenance costs.

The first aluminum highway bridge built in this period was erected over I-80 in Des Moines, Iowa in 1958. This was a four span continuous welded plate girder bridge with a composite concrete deck designed by Ned L. Ashton, Consulting Engineer, for the Iowa State Highway Commission. At that time, stronger, more weldable, corrosion resistant aluminum alloys had become available.

This was succeeded in 1960 with the construction of two wide 77 foot spans bridges with a 31 degree skew, using aluminum alloy riveted plate girders acting compositely with the concrete deck. The bridges carried the Long Island Expressway over Jericho Turnpike in Jericho on Long Island, New York. These were designed by Andrews and Clark, Consulting Engineers, with girders having flange angles with legs of unequal width and thickness specially extruded for the 35 built-up girders of the two bridges.

During the period from 1961 to 1963, in an attempt to reduce the amount of aluminum, four bridges were fabricated of riveted, stiffened aluminum alloy sheets forming triangular girders joined together by longitudinal extrusions to form a trapezoidal cross section. The concept for three of the bridges, making use of aircraft structure techniques, was developed by the Kinetics Division of Fairchild Engine and Airplane Corporation. Comprehensive tests were made at Lehigh University in Bethlehem, Pennsylvania. Two almost identical four span bridges, designed by Kaiser Aluminum and Chemical Corporation, were erected over Sunrise Highway near Amityville, Long

**HO-673, Bridge 13046**  
**Sykesville Vicinity, Howard County**

**Description**  
**7.3 Continuation Sheet**

Island, New York. The third, a three span bridge, is Bridge 13046, built near Sykesville, Maryland by International Aluminum Structures, Inc., the successor firm of the design company (Kinetics Division of Fairchild Engine and Airplane Corporation of Hagerstown, Maryland).

A fourth bridge of 97 foot span was erected over the Appomattox River in Petersburg, Virginia. The concept for this bridge design was developed by the Reynolds Metals Company. It is similar to the other three except that the top and bottom flanges consist of special extrusions at the apices of the triangles instead of a continuous stiffened sheet.

**HO-673, Bridge 13046**  
**Sykesville Vicinity, Howard County**

**Statement of Significance**  
**8.1 Continuation Sheet**

Significance Summary

Bridge 13046 is highly significant as the only aluminum bridge constructed in Maryland and one of seven constructed in the United States and Canada. It is an aluminum girder bridge which, though designed as a composite beam, incorporate the principles of semi-monocoque construction, utilizing not only a non-traditional material (aluminum) but also a design process that differed considerably from traditional methods. Designed as five beam units comprising nine cells, cell beams were prefabricated and lifted into place on the site. The sheer connectors enable the concrete slab to act in conjunction with the aluminum to resist live and impact loads.

Statement of Significance

Bridge 13046 is highly significant as the only aluminum bridge constructed in Maryland and one of seven constructed in the United States and Canada. These were built as a result of intense interest on the part of the aluminum industry in applying the principles of the material to highway bridges. The advantages had been amply demonstrated in airframes in the 1930's, bridge decking in 1933, and in railroad structures in 1946. The Interstate Highway Program was a major impetus, evidently, in that it identified the need to replace numerous functionally obsolete or structurally deficient structures, and to expand the road system, recognizing the prohibitive cost of the standard technology widely utilized at the time. Aluminum was identified as a material which did not require the expensive maintenance typical of steel structures. In addition, aluminum was touted as a lightweight but strong material with substantial weight-to-strength-ratio advantages over concrete and steel. Thus, the dead load weight of the deck could be reduced when constructed with aluminum, allowing for higher live-loads on the structure. Prefabricated aluminum panels were thought to save tax-payer dollars, as there is less down-time because work crews could lay aluminum panels in place easily. And, because the material is extruded, engineers could order bridge sections to be made with more material in critical places, providing an engineer with greater flexibility. Although it was widely recognized that aluminum was more costly, proponents said savings from faster assembly and lower maintenance, as it did not require painting, plus higher value of the salvaged material, could offset that drawback.

**HO-673, Bridge 13046**  
**Sykesville Vicinity, Howard County**

HISTORIC CONTEXT:

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA**

Geographic Organization:	Piedmont
Chronological/Developmental Period (s):	Modern:1930-Present.
Prehistoric/Historic Period Theme:	Transportation

Resource Type:

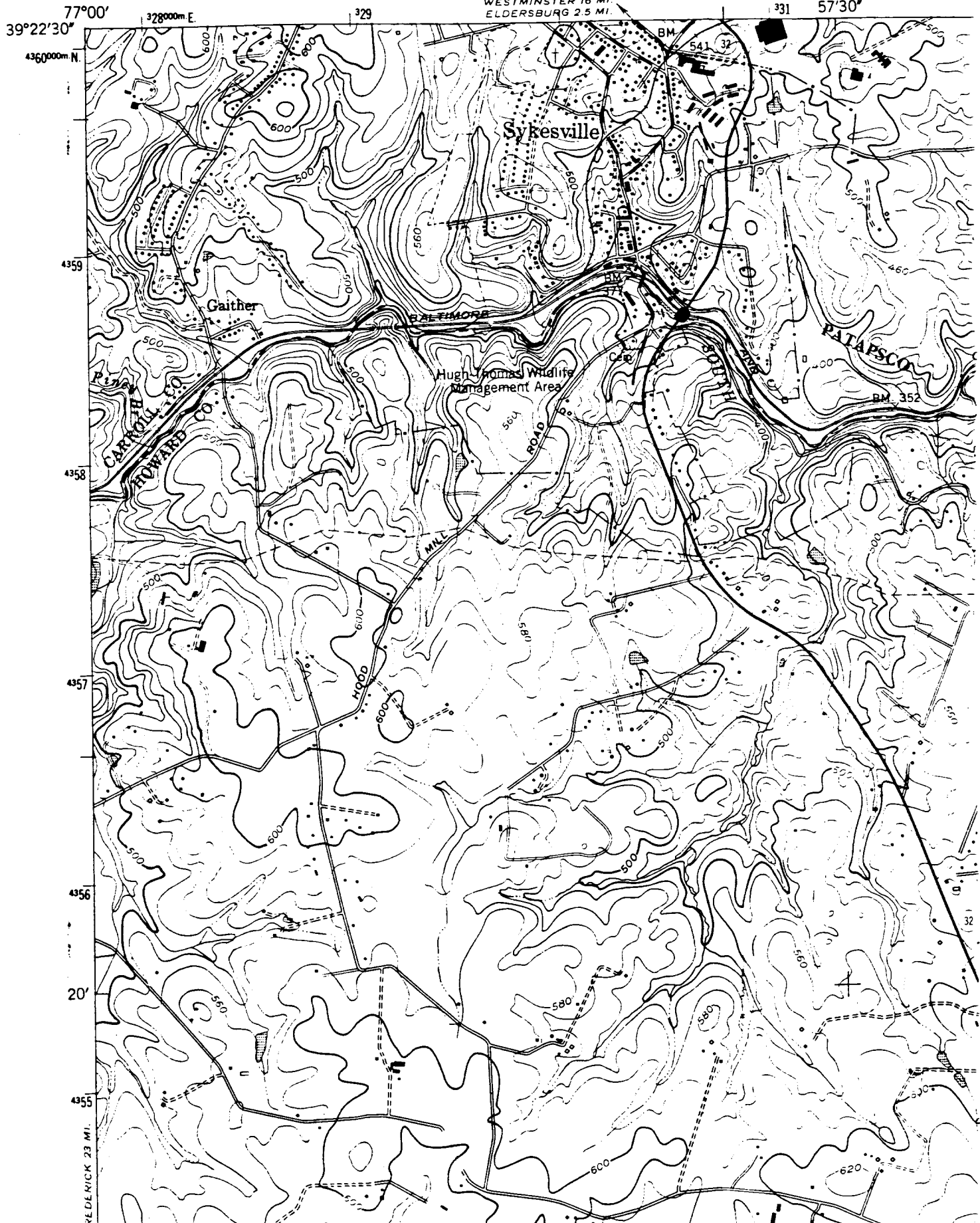
Category:	Structure
Historic Environment:	Rural
Historic Function and Use:	Transportation/Structure/Bridge
Known Design Source:	Kinetics Division of Fairchild Engine and Airplane Corporation Hagerstown, MD

**Sykesville Vicinity, Howard County**  
**Location Map: Sykesville Quadrangle**

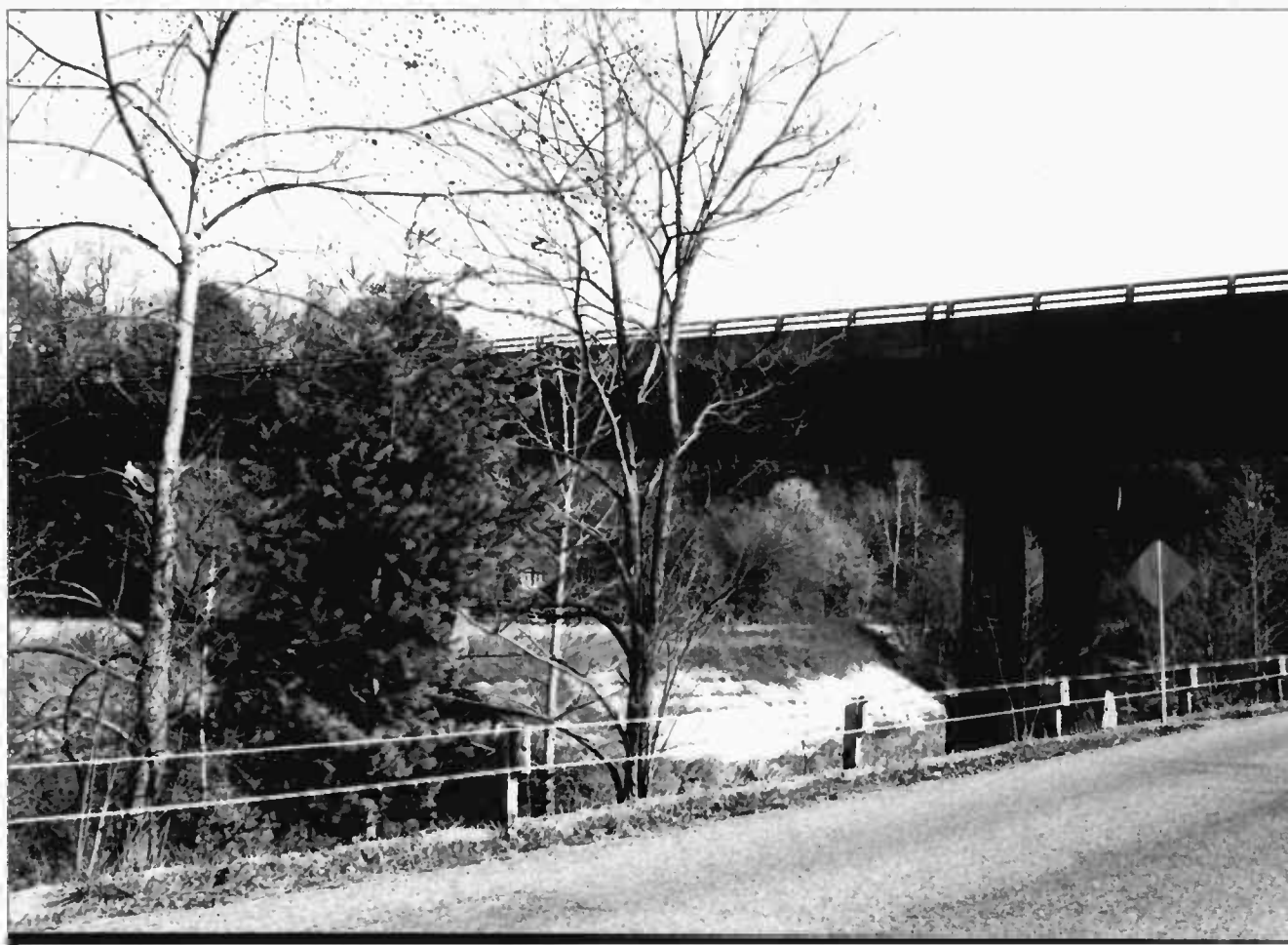


UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

55621 NE  
(WINFIELD)

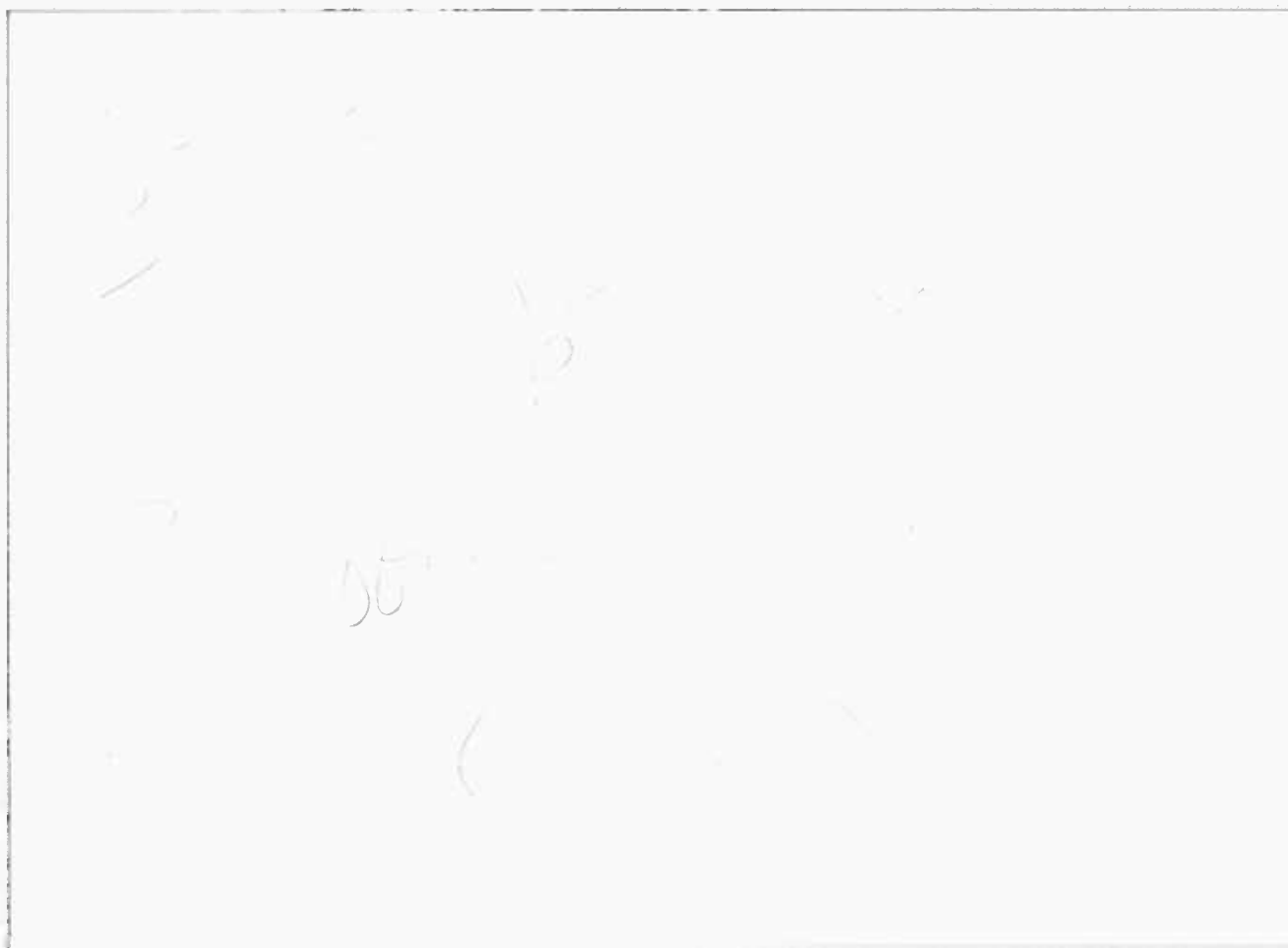


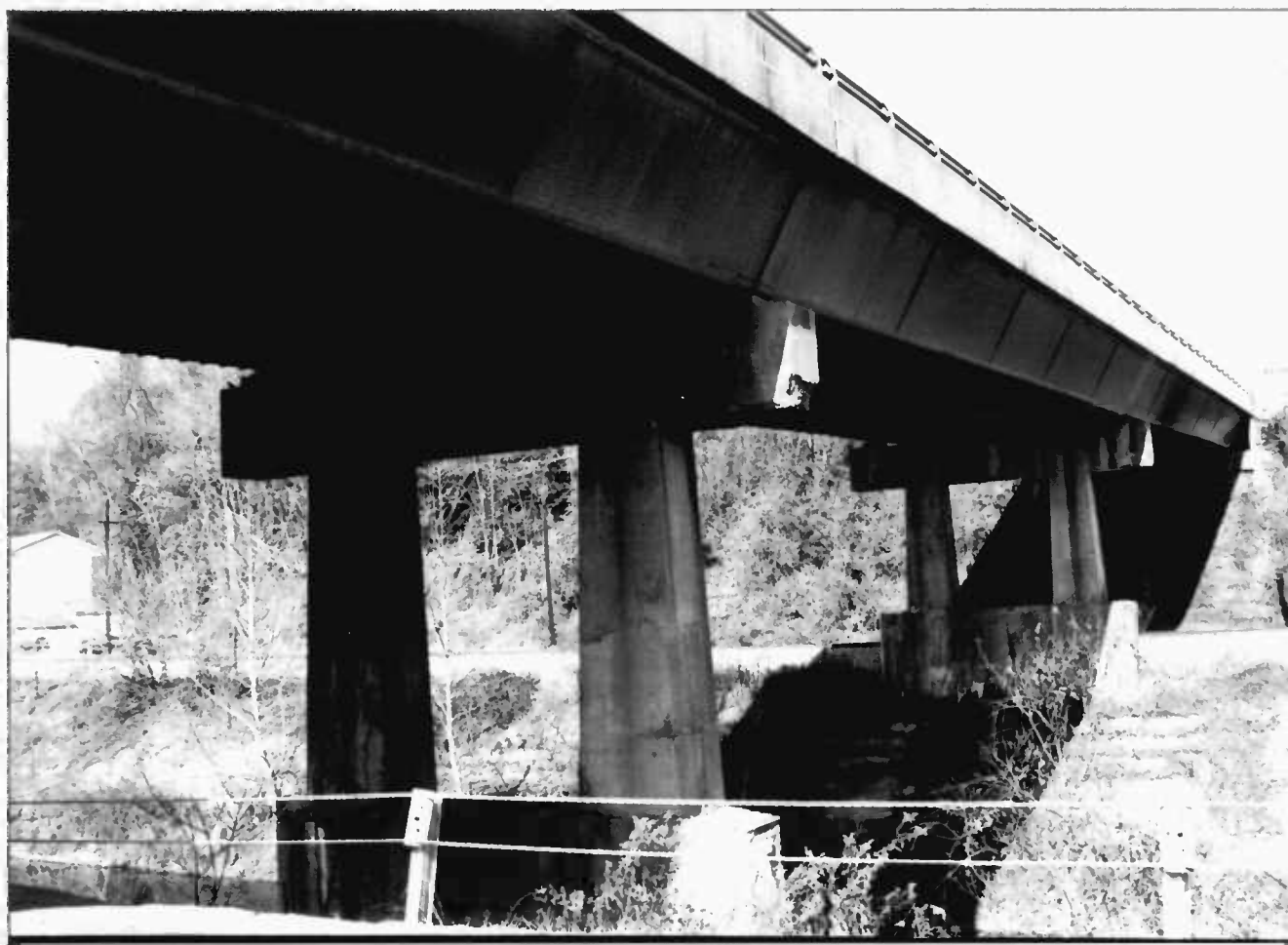




Heck











2000

1000

1000

1000

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